



Hongkong Daily Press.

ADD BOVRIL
to the menu and the nourishment will be increased by 10-20 times the amount of BOVRIL used.
Beware of cheap substitutes.

No. 16,681 號一十八百六千六萬壹第 日二十二月八年三統宣 HONGKONG, FRIDAY, OCTOBER 13TH, 1911. 五拜禮 號三十月十年一十百九千一英港香 PRICE, \$8 PER MONTH.

INTIMATIONS
UPRIGHT GRAND PIANOS
BY
STECK,
PRICE \$550.
CASH
OR
EASY PAYMENTS.
SOLE AGENTS:
S. MOUTRIE & CO., LIMITED.
[a30-3]

CHINA MUTUAL LIFE INSURANCE CO., LD.
HEAD OFFICE, SHANGHAI.
DIRECTORS AND OFFICERS:
J. A. WATTS, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.
A strong British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies Act, England.
Insurance in Force ... \$3,571,465.00
Assets ... \$972,930.00
Income for Year ... 3,862,071.00
Total Security to Policyholders 9,520,050.00.
LEFFERTS KNOX, Esq., Hongkong, Canton, Macao and the Philippines.
W. TAPE, Esq., District Secretary.
Alexandra Building.
C. LAWDER, Esq., Inspector Hongkong.
Advisory Board: Hongkong.
SRA PAUL CHATER, Esq., C.M.G.
T. P. HUGHES, Esq.
C. J. LAURENT, Esq.
[a1351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO., General Managers.
Hongkong, 29th April, 1908. [a798]

SINGON & CO.
IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Cokes Importers, General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET (2nd St. west of Central Market). Telephone No. 515. [565]
PEAK TRAMWAYS COMPANY LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m. every 15 minutes.
SUNDAYS.
6.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong 16th June, 1911. 1223

P. & O. Steam Navigation Co.
HOMEWARD PASSENGER SEASON 1912.
S.S. "INDIA." (8,000 Tons.)
CAPTAIN G. W. GORDON, R.N.R.
THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT—
MARSEILLES ——— APRIL 13TH.
LONDON ——— APRIL 20TH.
The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.
FARES TO LONDON—
1st SALOON £71.10 SINGLE; £106.14 RETURN.
2nd " £48.8 " £72.12 "
For Further Particulars, apply to
E. A. HEWETT, SUPERINTENDENT.
[a1085]

WEISMANN, LTD.
BAKERS.
CONFECTIONERS.
CATERERS.
RESTAURANTEURS.
14, DES VŒUX ROAD, CENTRAL.
[54]

MITSUBISHI DOCKYARD AND ENGINE WORKS.
At A.B.C. Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc.
AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI
Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.
3 Dry Docks (No. 1 ... 510 ft. 77 ft. 25 ft. No. 2 ... 350 ft. 53 ft. 24 ft. No. 3 ... 714 ft. 88 ft. 34 ft.)
1 Patent Ship capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.
AT KOBE—Telegraphic Address: "WADADOCK" KOBE.
Floating Docks. No. 1. 7,000 Tons. 460 Feet. No. 2. 12,000 Tons. 580 Feet.
Lifting Power. Max. Length of Ship taken in. Breadth. Draft.
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons. The Floating Shoerigs, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a761]

WO HING & CO.,
No. 17A, QUEEN'S ROAD CENTRAL.
MANUFACTURERS OF HIGH-CLASS SWATOW DRAWN WORK.
LATEST FASHIONS OF CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION CHOICE ASSORTMENT OF SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911. [a591]

CANTON, MACAO AND WEST RIVER STEAMERS.
HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M. Sundays at 9 A.M. and 12.30 P.M.
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 3 P.M. Sundays at 7.30 A.M. and 5 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUHOW—Every Monday, Wednesday and Friday, at 8 A.M.
WUHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.
The S.S. "SUI TAI," leaving on SUNDAYS at 12.30 P.M., connects with the Excursion Steamer returning from Macao at 5 P.M.
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.
Hotel Mansions, Opposite Hongkong Hotel. [a144]

KUPPER PILSENER BEER.
The Leading Beer in the Far East.
SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
CANTON KOWLOON RY.
TIME TABLE.
On and after 3rd October, 1911, until further notice. Previous Time-Tables cancelled.
DOWN TRAINS. STATIONS. No. 1. No. 2. No. 3. No. 4. No. 5. No. 6. No. 7. No. 8. No. 9. No. 10. No. 11. No. 12. No. 13. No. 14. No. 15. No. 16. No. 17. No. 18. No. 19. No. 20. No. 21. No. 22. No. 23. No. 24. No. 25. No. 26. No. 27. No. 28. No. 29. No. 30. No. 31. No. 32. No. 33. No. 34. No. 35. No. 36. No. 37. No. 38. No. 39. No. 40. No. 41. No. 42. No. 43. No. 44. No. 45. No. 46. No. 47. No. 48. No. 49. No. 50. No. 51. No. 52. No. 53. No. 54. No. 55. No. 56. No. 57. No. 58. No. 59. No. 60. No. 61. No. 62. No. 63. No. 64. No. 65. No. 66. No. 67. No. 68. No. 69. No. 70. No. 71. No. 72. No. 73. No. 74. No. 75. No. 76. No. 77. No. 78. No. 79. No. 80. No. 81. No. 82. No. 83. No. 84. No. 85. No. 86. No. 87. No. 88. No. 89. No. 90. No. 91. No. 92. No. 93. No. 94. No. 95. No. 96. No. 97. No. 98. No. 99. No. 100. No. 101. No. 102. No. 103. No. 104. No. 105. No. 106. No. 107. No. 108. No. 109. No. 110. No. 111. No. 112. No. 113. No. 114. No. 115. No. 116. No. 117. No. 118. No. 119. No. 120. 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No. 343. No. 344. No. 345. No. 346. No. 347. No. 348. No. 349. No. 350. No. 351. No. 352. No. 353. No. 354. No. 355. No. 356. No. 357. No. 358. No. 359. No. 360. No. 361. No. 362. No. 363. No. 364. No. 365. No. 366. No. 367. No. 368. No. 369. No. 370. No. 371. No. 372. No. 373. No. 374. No. 375. No. 376. No. 377. No. 378. No. 379. No. 380. No. 381. No. 382. No. 383. No. 384. No. 385. No. 386. No. 387. No. 388. No. 389. No. 390. No. 391. No. 392. No. 393. No. 394. No. 395. No. 396. No. 397. No. 398. No. 399. No. 400. No. 401. No. 402. No. 403. No. 404. No. 405. No. 406. No. 407. No. 408. No. 409. No. 410. No. 411. No. 412. No. 413. No. 414. No. 415. No. 416. No. 417. No. 418. No. 419. No. 420. No. 421. No. 422. No. 423. No. 424. No. 425. No. 426. No. 427. No. 428. No. 429. No. 430. No. 431. No. 432. No. 433. No. 434. No. 435. No. 436. No. 437. No. 438. No. 439. No. 440. No. 441. No. 442. No. 443. No. 444. No. 445. No. 446. No. 447. No. 448. No. 449. No. 450. No. 451. No. 452. No. 453. 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No. 676. No. 677. No. 678. No. 679. No. 680. No. 681. No. 682. No. 683. No. 684. No. 685. No. 686. No. 687. No. 688. No. 689. No. 690. No. 691. No. 692. No. 693. No. 694. No. 695. No. 696. No. 697. No. 698. No. 699. No. 700. No. 701. No. 702. No. 703. No. 704. No. 705. No. 706. No. 707. No. 708. No. 709. No. 710. No. 711. No. 712. No. 713. No. 714. No. 715. No. 716. No. 717. No. 718. No. 719. No. 720. No. 721. No. 722. No. 723. No. 724. No. 725. No. 726. No. 727. No. 728. No. 729. No. 730. No. 731. No. 732. No. 733. No. 734. No. 735. No. 736. No. 737. No. 738. No. 739. No. 740. No. 741. No. 742. No. 743. No. 744. No. 745. No. 746. No. 747. No. 748. No. 749. No. 750. No. 751. No. 752. No. 753. No. 754. No. 755. No. 756. No. 757. No. 758. No. 759. No. 760. No. 761. No. 762. No. 763. No. 764. No. 765. No. 766. No. 767. No. 768. No. 769. No. 770. No. 771. No. 772. No. 773. No. 774. No. 775. No. 776. No. 777. No. 778. No. 779. No. 780. No. 781. No. 782. No. 783. No. 784. No. 785. No. 786. No. 787. No. 788. No. 789. No. 790. No. 791. No. 792. No. 793. No. 794. No. 795. No. 796. No. 797. No. 798. No. 799. No. 800. No. 801. No. 802. No. 803. No. 804. No. 805. No. 806. No. 807. No. 808. No. 809. No. 810. No. 811. No. 812. No. 813. No. 814. No. 815. No. 816. No. 817. No. 818. No. 819. No. 820. No. 821. No. 822. No. 823. No. 824. No. 825. No. 826. No. 827. No. 828. No. 829. No. 830. No. 831. No. 832. No. 833. No. 834. No. 835. No. 836. No. 837. No. 838. No. 839. No. 840. No. 841. No. 842. No. 843. No. 844. No. 845. No. 846. No. 847. No. 848. No. 849. No. 850. No. 851. No. 852. No. 853. No. 854. No. 855. No. 856. No. 857. No. 858. No. 859. No. 860. No. 861. No. 862. No. 863. No. 864. No. 865. No. 866. No. 867. No. 868. No. 869. No. 870. No. 871. No. 872. No. 873. No. 874. No. 875. No. 876. No. 877. No. 878. No. 879. No. 880. No. 881. No. 882. No. 883. No. 884. No. 885. No. 886. No. 887. No. 888. No. 889. No. 890. No. 891. No. 892. No. 893. No. 894. No. 895. No. 896. No. 897. No. 898. No. 899. No. 900. No. 901. No. 902. No. 903. No. 904. No. 905. No. 906. No. 907. No. 908. No. 909. No. 910. No. 911. No. 912. No. 913. No. 914. No. 915. No. 916. No. 917. No. 918. No. 919. No. 920. No. 921. No. 922. No. 923. No. 924. No. 925. No. 926. No. 927. No. 928. No. 929. No. 930. No. 931. No. 932. No. 933. No. 934. No. 935. No. 936. No. 937. No. 938. No. 939. No. 940. No. 941. No. 942. No. 943. No. 944. No. 945. No. 946. No. 947. No. 948. No. 949. No. 950. No. 951. No. 952. No. 953. No. 954. No. 955. No. 956. No. 957. No. 958. No. 959. No. 960. No. 961. No. 962. No. 963. No. 964. No. 965. No. 966. No. 967. No. 968. No. 969. No. 970. No. 971. No. 972. No. 973. No. 974. No. 975. No. 976. No. 977. No. 978. No. 979. No. 980. No. 981. No. 982. No. 983. No. 984. No. 985. No. 986. No. 987. No. 988. No. 989. No. 990. No. 991. No. 992. No. 993. No. 994. No. 995. No. 996. No. 997. No. 998. No. 999. No. 1000. No. 1001. No. 1002. No. 1003. No. 1004. No. 1005. No. 1006. No. 1007. No. 1008. No. 1009. No. 1010. No. 1011. No. 1012. No. 1013. No. 1014. No. 1015. No. 1016. No. 1017. No. 1018. No. 1019. No. 1020. No. 1021. No. 1022. No. 1023. No. 1024. No. 1025. No. 1026. No. 1027. No. 1028. No. 1029. No. 1030. No. 1031. No. 1032. No. 1033. No. 1034. No. 1035. No. 1036. No. 1037. No. 1038. No. 1039. No. 1040. No. 1041. No. 1042. No. 1043. No. 1044. No. 1045. No. 1046. No. 1047. No. 1048. No. 1049. No. 1050. No. 1051. No. 1052. No. 1053. No. 1054. No. 1055. No. 1056. No. 1057. No. 1058. No. 1059. No. 1060. No. 1061. No. 1062. No. 1063. No. 1064. No. 1065. No. 1066. No. 1067. No. 1068. No. 1069. No. 1070. No. 1071. No. 1072. No. 1073. No. 1074. No. 1075. No. 1076. No. 1077. No. 1078. No. 1079. No. 1080. No. 1081. No. 1082. No. 1083. No. 1084. No. 1085. No. 1086. No. 1087. No. 1088. No. 1089. No. 1090. No. 1091. No. 1092. No. 1093. No. 1094. No. 1095. No. 1096. No. 1097. No. 1098. No. 1099. No. 1100. No. 1101. No. 1102. No. 1103. No. 1104. No. 1105. No. 1106. No. 1107. No. 1108. No. 1109. No. 1110. No. 1111. No. 1112. No. 1113. No. 1114. No. 1115. No. 1116. No. 1117. No. 1118. No. 1119. No. 1120. No. 1121. No. 1122. No. 1123. No. 1124. No. 1125. No. 1126. No. 1127. No. 1128. No. 1129. No. 1130. No. 1131. No. 1132. No. 1133. No. 1134. No. 1135. No. 1136. No. 1137. No. 1138. No. 1139. No. 1140. No. 1141. No. 1142. No. 1143. No. 1144. No. 1145. No. 1146. No. 1147. No. 1148. No. 1149. No. 1150. No. 1151. No. 1152. No. 1153. No. 1154. No. 1155. No. 1156. No. 1157. No. 1158. No. 1159. No. 1160. No. 1161. No. 1162. No. 1163. No. 1164. No. 1165. No. 1166. No. 1167. No. 1168. No. 1169. No. 1170. No. 1171. No. 1172. No. 1173. No. 1174. No. 1175. No. 1176. No. 1177. No. 1178. No. 1179. No. 1180. No. 1181. No. 1182. No. 1183. No. 1184. No. 1185. No. 1186. No. 1187. No. 1188. No. 1189. No. 1190. No. 1191. No. 1192. No. 1193. No. 1194. No. 1195. No. 1196. No. 1197. No. 1198. No. 1199. No. 1200. No. 1201. No. 1202. No. 1203. No. 1204. No. 1205. No. 1206. No. 1207. No. 1208. No. 1209. No. 1210. No. 1211. No. 1212. No. 1213. No. 1214. No. 1215. No. 1216. No. 1217. No. 1218. No. 1219. No. 1220. No. 1221. No. 1222. No. 1223. No. 1224. No. 1225. No. 1226. No. 1227. No. 1228. No. 1229. No. 1230. No. 1231. No. 1232. No. 1233. No. 1234. No. 1235. No. 1236. No. 1237. No. 1238. No. 1239. No. 1240. No. 1241. No. 1242. No. 1243. No. 1244. No. 1245. No. 1246. No. 1247. No. 1248. No. 1249. No. 1250. No. 1251. No. 1252. No. 1253. No. 1254. No. 1255. No. 1256. No. 1257. No. 1258. No. 1259. No. 1260. No. 1261. No. 1262. No. 1263. No. 1264. No. 1265. No. 1266. No. 1267. No. 1268. No. 1269. No. 1270. No. 1271. No. 1272. No. 1273. No. 1274. No. 1275. No. 1276. No. 1277. No. 1278. No. 1279. No. 1280. No. 1281. No. 1282. No. 1283. No. 1284. No. 1285. No. 1286. No. 1287. No. 1288. No. 1289. No. 1290. No. 1291. No. 1292. No. 1293. No. 1294. No. 1295. No. 1296. No. 1297. No. 1298. No. 1299. No. 1300

SWATOW NOTES.

[FROM A CORRESPONDENT.]

TYPHOON.

October was heralded in with the worst blow of the season; two typhoons occurred within three days. The last Friday in September was made unpleasant by the presence of a typhoon in the Formosa Channel, and before the weather had cleared up from that, another came close to Swatow, striking the coast 50 miles to the north. On Saturday, September 30th, the barometer fell to 29.25 inches, and the storm raged until Monday morning, attaining its full fury on Sunday evening. When it was visible through the driving rain, the harbour was a desolate waste of water. The tide, piled up by the east wind, was exceptionally high—the sand was submerged, and now presents a dilapidated appearance, especially on the Kachio (Southern) side of the harbour. Comparatively little damage was done—one foreign house partially collapsed; the remains of the jetties of the British Consulate look even more battered and unsafe than they did before; and the gangways of some of the piers were demolished.

For Swatow, the most serious effect of the storm was the temporary isolation suffered afterwards. Telegraph lines to the North and South were down, and communication was impossible. This emphasizes, if emphasis be needed, the crying need here of a cable. Amoy, with only some 50 per cent. of the trade of Swatow, has one, yet this port is left dependent on the crosier of the Chinese Telegraph Administration, with its ill-maintained lines and exorbitant rates. Even in normal weather it is no unusual thing to find the northern lines are down, when telegrams to Shanghai have to be sent via Canton and Hongkong, at a cost of three times the ordinary rate. Why cannot the cable companies be awakened to a sense of the needs of Swatow, and of the prospects before them in this the fifth port of China?

THE TRAGEDY OF THE "ILSE."

The terrible loss suffered by the captain of the *Ilse* steamer *Ilse* and his wife must call for the utmost sympathy. When the boat went on the rocks at Breaker Point, they themselves barely escaped with their lives after a severe buffeting; all their belongings went down, and in an stroke they were robbed of both their children.

The vessel was proceeding from Japan to Hongkong with a cargo of coals. Off Breaker Point it met the typhoon of September 30th, October 1, and, as would almost inevitably happen with coal in such a high sea, the cargo shifted, and made the ship unmanageable. The captain tried to run to shelter, and, as soon as he found soundings, let down his anchor. The cable parted again, and in four minutes' time had gone down in deep water, with only 15 feet of her mast above the surface. The lady and children, who had been battered down, were dragged out through a skylight, and all plunged into the water to make what way they could to the shore. The younger child was swept out of its mother's arms; the elder was in the care of the chief officer, who was sucked under, and so lost his hold of the little one. Neither of the children was seen again until their bodies were washed up by the waves. In addition to these, the second engineer and the whole of the Chinese crew perished in the waters.

The natives behaved in the same inhuman way as when the *Ilse* was wrecked at Finger Rock. Not content with stripping the bodies of the dead, they even tried to tear away the jewellery and valuables from those who were washed up, in an exhausted condition. Fortunately, the wreck was observed from the lighthouse, only a mile or two away, and help was speedily afforded for the refugees. The lightkeeper, too, sent a message to Swatow, and the German Consul despatched a steam launch for the assistance of those saved. The captain and his wife were brought up by that vessel, and arrived here on the 6th instant, and are now staying in the local hotel. Both are very much bruised and suffering greatly from the effects of the strain they have undergone and of the terrible loss they have suffered. Our deepest sympathy goes out to them in their tragic bereavement.

CHINESE NAVAL MATTERS.

The training ship *Kwang* arrived here from Canton on the 3rd instant. She had on board an official charged with the duty of inspecting forts—a task that he must have found almost a sinecure here. However, there is a building that is called a fort, so it was necessary that it should salute him. The *Kwang* accordingly slowed down on her way up the channel, and a launch was sent ashore to remind the custodians of the fort of their duty, and, probably, to furnish them with a supply of powder for the purpose in case they had sold out. It is further said that the launch took ashore a firing party, so that they could give the salute in case there was no one in the fort capable of doing so. Anyhow, the salute was duly fired, and the smoke came from the vicinity of the fort, so China's naval reputation was upheld.

BOY SCOUTS.

The necessity of providing the Boy Scouts with some representative music has been exercising the minds of the authorities for some considerable time. Although a large number of March movements have been submitted, the difficulty in finding a work that was characteristic of youth—that would appeal to the spirit of youth—and that would be thoroughly distinctive of the movement in general seemed destined to remain unquenched. However, the case has now been met by Mr. Alfred Cammeyer, who has composed a fitting March that soon overcame the hesitation of the officials by its simplicity and effectiveness and has been adopted as the official March of the Boy Scouts Organization. The Boy Scouts March, we are informed, is being gradually established as a favourite throughout the Empire, military bands as well as orchestras having responded most enthusiastically in adding it to their repertoire.

CORRESPONDENCE.

WIRELESS TELEGRAPHY.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR,—The statement appears in *The Marconigraph* that a contract has been entered into between the Marconi Wireless Telegraph Co. and the Crown Agents for the Colonies for the establishment of a station in Ceylon which will be capable of maintaining communication with any ship off Madras or with any ship up to a distance of 450 miles or over sea (except during periods of severe atmospheric disturbance) provided the ship is fitted with an aerial having a mean height of not less than 100 feet and suitable receiving apparatus.

This announcement is interesting because it shows that it is considered necessary to have a station for communicating with Shipping in addition to the High Power Station decided upon at the Imperial Conference.

There can be no doubt that this medium-power station will be able, under favourable circumstances, i.e., night time and freedom from "atmospherics," to communicate with similar stations at Aden, Bombay, Singapore and even Hongkong, and will thus give the necessary knowledge of local transmission peculiarities which is really necessary before these very costly High Power Stations can be standardized and installed.

Yours faithfully,

W. L. CARTER.

LOCAL SPORT.

ROYAL HONGKONG GOLF CLUB.

Captain's Cup, and Pool, 7th-9th October, 1911.

CAPTAIN'S CUP.

Bulmer Johnson	97	18	79
Capt. Spicer, R.A.	89	9	80
C. A. Tomes	92	12	80
A. R. Sutherland	93	12	81
A. Mackenzie	93	9	84
Capt. Farquhar, R.N.	85	sc.	85
A. H. Ferguson	91	6	85
C. H. Gale	97	12	85
R. Henderson	98	13	85

38 entries.

B. Johnson	97	8	79
Capt. Spicer	89	9	80
C. A. Tomes	92	12	80
A. W. Walkinshaw	80	1	81
J. D. Kinnaird	95	13	82
Capt. Farquhar	85	sc.	85
A. H. Ferguson	91	6	85
R. Henderson	98	13	85

36 entries.

INTERPORT SHOOTING.

As the alterations to the King's Park Range are not yet complete, and the Interport Match must be fired not later than the 15th November, arrangements have been made for practice at the Taihung Range during this week-end as follows:—Saturday, commencing at 2.30 p.m., and on Sunday, commencing at 10 a.m. Four targets of the latest Bisley dimensions will be available. Competitors must provide their own ammunition. The easiest way to the Range is by the path over the null-h in rear of the Cotton Mills at Causeway Bay.

SHANGHAI TRADE.

Messrs. Noel, Murray & Co.'s report on the Shanghai Piece Goods Trade says:—It seems that the hope of a peaceful settlement of affairs in Szechwan is not to be realized yet, and for the Szechwan and Officials of this Empire are but human after all, and it is now reported that Tuan Fang, the Director of Railways, has impeached Viceroy Chao Erh Feng of Szechwan and blames him for being the cause of all the trouble through careless handling, but a certain Vice-Premier in turn says Tuan's report cannot be relied upon, and counsels the Government to wait the arrival of former Viceroy Chen Chun Huang, but this Official appears to require medical treatment for some old complaint and is passing at Wuchang with "permission from the Throne." Meanwhile the victors are having it all their own way and the Viceroy and the army appear to be unable to check the outbreak, which, after all, is far from being put down, as falsely reported by the Viceroy.

As a side issue to a suit brought against the defunct Yuen Fong Bank for the payment of two bank orders amounting to £12,000 which were not paid, the bank has been ordered to pay to the plaintiff a charge against the prisoner who has been confined for fourteen months or more at the instance of the fugitive Shanghai or Thug. One definite action is brought against Ching Yee, he would have a chance of getting a hearing in the Mixed Court, and this would set the ball rolling and a much to be desired settlement to a vexatious question be advanced a stage.

"VALIANT" STEAM PUMP POWER ENGINE.

The above handy little machine, which is one of Messrs. Verryweather's productions, is to be found in all parts of the world. Owing to its extreme portability it is invaluable for up-country work. It weighs only 65 cwt., and yet it pumps 100 gallons a minute, and when employed for driving light machinery will develop 6 H.P. The following is a copy of a letter just received from the Locomotive Superintendent, of the Central Longitudinal Railway of Chile:—

"I have used the Merryweather 'Valiant' Pump in all the contracts I have been engaged, and have found them to be the most useful tool it is possible to have.

On arrival here I at once ordered three, and later on three more. They are the most suitable pump I know of for washing out boilers and filling tanks, or driving machinery, as the pump can be thrown out of action and lathes, &c., driven direct, and as no foundations are required the small size can be easily taken by four men and carried to any desired position. As they are such quick steamers, they can quickly be brought into action in case of fire, and in fact they are invaluable."

COMPANY REPORT.

HONGKONG COTTON SPINNING WEAVING AND DYEING CO.

The report for presentation to shareholders at the fourteenth ordinary meeting states:—The General Managers beg to submit a Statement of Accounts covering the period from 1st August, 1910, to 31st July, 1911.

The balance at Debit of Profit and Loss Account is \$138,504.93, which after adding the sum of \$23,995.66 brought forward from last year, shows a total loss of \$167,398.59. It is proposed that this amount be carried forward to next year's account.

CONSULTING COMMITTEE.

We have with regret to note the death of Sir H. N. Mody.

During the absence of Mr. J. W. C. Bonnar, Mr. C. G. Mackie was invited to take his place. Mr. Ho Fook has also joined the Committee and his appointment requires confirmation at this meeting. Messrs. C. G. Mackie and Ho Fook retire, but being eligible offer themselves for re-election.

AUDITOR.

The Accounts have been audited by Mr. W. Hulton Potts, who offers himself for re-election.

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 5th October, 1911.

BALANCE SHEET, 31st JULY, 1911.

Liabilities.

Capital Account ... \$1,750,000.00

Sundry Creditors ... 610,616.19

Unclaimed Dividends ... 3,831.55

Equalization of Dividend Fund ... 20,000.01

\$1,884,447.74

ASSETS.

Property—Comprising Land, Buildings, and Machinery

as per last Account \$1,303,507.93

Since Expended ... 30.00

\$1,303,537.93

Furniture, as per last Account ... 32.45

Since Expended ... 45.00

77.45

Sundry Debtors ... 5,142.32

Cash ... 138.75

Cotton, Value of Stock ... 6,969.37

Yarn, Value of Stock ... 363,915.94

Waste, Value of Stock ... 2,700.00

Waste Bags, Value of Stock ... 428.08

Mill Stores, Value of Stock ... 32,549.25

Coal, Value of Stock ... 256.60

Fire Insurance and Taxes pertaining to period after 31st July, 1911 ... 1,335.56

Profit and Loss Account ... 167,398.59

\$1,884,447.74

PROFIT AND LOSS ACCOUNT.

To Balance from last year ... \$28,893.66

To loss in working ... 135,297.93

To remuneration to consulting committee ... 3,000.00

To auditor's fees ... 250.00

\$167,441.59

By transfer fees ... \$43.00

By balance ... 167,398.59

\$167,441.59

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 3rd October, 1911.

I have examined the Books and Vouchers of the Company and certify that the above statement is in accordance therewith.

W. HULTON POTTS, Auditor.

Hongkong, 4th October, 1911.

A DANG AND MENACE TO SHIPPING.

Mr. E. Jones, Assistant Harbour Master, proceeded against the masters of six junks for making their craft fast to the s.s. *Asahi Maru* while that vessel was under way.D. J. Mackenzie, revenue officer, stated that while on duty in the harbour he saw 13 junks go alongside the *Asahi Maru* while the vessel was still going through the water, and make fast. The master told witness that he had to let go his anchor before he had intended to do so, owing to the action of the junks.

Defendants said they had ordered to go alongside as soon as possible. They were ignorant of the law.

His Worship found the case proved. This crowding of a fleet of junks alongside a steamer having little way on coming into port was a danger and menace to shipping, and he thought he had already made it plain that the practice was to be stopped. The defendants would each be fined \$20, the alternative being one month's imprisonment.

ELECTRICAL-SHIP PROPULSION.

It was stated by the inventor, Mr. H. A. Mayor, before the British Association, that his system of driving screw propellers by an electric motor fed with currents generated by aid of a steam-turbine or an oil engine had been applied to petrol launch and to a Canadian canal and lake barge. It was also stated that the system was to be adopted in a collier to be built for the United States Navy, a sister vessel being fitted with steam turbines. One advantage of the arrangement, as installed on a number of these boats, is, said *Engineer*, that the condenser can be placed below the turbines. Though the fact was not mentioned by Mr. Mayor, this arrangement makes it possible to start up the turbines without preliminary heating up. In land stations the accepted practice, at least with the reaction type, is to get the turbine turning round as soon as possible and the full load is from the commencement, and on emergencies this has been done almost instantly. At sea, on the other hand, where the outlet to the condenser is generally at the top, and not at the bottom, of the case, a preliminary heating up of 2 1/2 to 3 hours' duration is usual.

RECIPROCITY AND THE PHILIPPINE ISLANDS.

A brochure under the caption "Reciprocity and the Philippine Islands," by Harold M. Pitt, of Manila, recently issued for distribution jointly by the Philippine Government and the Manila Merchants' Association, contains a comprehensive review of the beneficial results of the Payne Bill and urges upon the commercial interests of the United States the opportunities for investment in creative insular enterprises and the promise of large return in legitimate expansion of American trade in American territory.

A foreword is offered by the Hon. Chas. B. Elliott, Secretary of Commerce and Police, as follows:

"The Philippine Islands have now reached a point in their economic development when the attention of the public should be called to the business opportunities which are here presented. Questions of a political nature may be regarded as substantially settled. The business and economic people are as a whole contented and willing to do their part toward bringing about a condition of affairs that will be to the advantage of the people of the United States and of the Philippine Islands, the Government, in connection with the Manila Merchants' Association, publishes this pamphlet."

The pamphlet has been given wide distribution throughout the United States, and is a valuable argument in favour of greater participation in insular enterprise by American capital, especially in the production of such tropical supplies as may be successfully cultivated in the Philippines and which American now purchases in foreign lands. On this subject Mr. Pitt writes:

"In the list comprising nineteen of the more important tropical and sub-tropical commodities imported that last year reached a total value of five hundred and ninety seven million dollars, there are none that the Philippines are not adapted to produce in quantities sufficient to meet the demands of the United States and, without having to employ hot-house methods in their production.

"What a sum to squander abroad that might make for prosperity in America's insular territory?"

Mr. Pitt continues:

"The Philippines will consume of imported commodities what they are able to pay for. The purchasing capacity will always be measured by their production of export commodities. There is nothing that they produce or are adapted to produce that the United States is not at present under the necessity of buying from foreign countries whose import trade it does not and never will control. Thus it cannot hope for advantage in other fields yielding tropical products that it already possesses in these islands."

The author points to the reciprocal advantages to America and Porto Rico following American activity there in the last decade. In 1901 the total trade of Porto Rico was \$17,950,197, and in 1910 it had reached \$68,553,745. In this is represented an increase of \$26,000,000 in America's export trade. Of activity of American capital in industries there and returns in trade he says:

"And the United States is profited by this development as much or more than Porto Rico, for not only do American manufacturers and producers gain directly by the increased demand for their goods, but American is receiving the cream of the profits of new industries and of old ones extended and enlarged."

There is no reason why this experience may not be duplicated in the Philippines.

In concluding his review Mr. Pitt calls attention to the commanding position occupied by Manila as a distributing centre for American goods to the Eastward. He says:

"The proposition of control by the United States of the trade of China through development of the resources and control of the trade of the Philippines, is entirely logical and should appeal to the reason of every practical person."

"And business in these islands increases with the growth of industry, and the people obtain a consuming capacity consonant with their capacity to produce, the requirements of this market, which the United States will undoubtedly control, will necessitate the carrying of permanent stocks in Manila which also can be drawn upon to supply the trade of China. United States manufacturers will then have an advantage in the competition for the Chinese trade that cannot be secured by any other country for the reason that no European country has a base in the Orient with contiguous territory of any considerable extent whose trade it can be assured of in a measure that will warrant it in carrying stocks to supply. The great ports of China are but a few days' voyage from Manila, and with stocks here upon which to draw, American goods would be made available to merchants of China as readily as they now are to dealers in the United States itself."

"Under the present status of trade in China several months must pass from the time goods are ordered in Europe or America before they are received. Nearly all purchases are made through brokers by Chinese jobbers and distributors, for future delivery and the elements that determine the source of supply are the daily price and rate of exchange. But the long period of time intervening between the date of purchase of goods and their delivery injects into business a very serious element of hazard, besides involving the investment of an unusual amount of capital as compared with the volume of business transacted. Now, the Chinese, at the same time, keen business men and quick to take advantage of favourable opportunity, it would not be long ere they would come to see the advantage of buying in a market so close as Manila even at a slight increase in original cost, for they would realize that the necessity of buying heavily and carrying abnormal stocks can thereby be eliminated, that requirements can be more accurately anticipated and that a tremendous saving can be effected by the great reduction that would result in the amount of capital necessary to conduct their business. I firmly believe that through the agency of the Philippines the United States will come to control the trade of China."

And China is a big market, with imports already ranging upwards of \$300,000,000 annually. And she is destined to grow bigger and more important with each passing year, for she is developing rapidly; the building of railroads is giving a strong impetus to industry throughout the empire and a spirit of progress prevails there that is bringing that wonderful country and its people into more intimate relations, commercially as well as politically, with the outside world."

He then covers in detail the products of the Philippine Islands and the opportunities for investment therein, besides providing abundant statistics which in themselves offer a valuable source of reliable information. This pamphlet is a credit to the author and will certainly serve to counteract in large measure false impressions abroad regarding the archipelago while it is a direct appeal to the intelligence of the American people for greater reciprocity of interest between continental and insular America.—*The Far Eastern Review*.

THE DYAKS OF BORNEO.

A RACE DOOMED TO OBLIVION.

If the volume by Mr. Edwin H. Gomes, "Seventeen Years Among the Dyaks of Borneo," had no other merit, says the *Liverpool Daily Post*, it would be valuable for the appreciative estimate of the services that Sir James and Sir Charles Brooke have rendered to the cause of humanity and the Empire. Chances led the first Rajah of Sarawak to Borneo in 1839, and it was a fortunate chance for them, among whom he came to live and to govern. Mr. Gomes has spoken to those who were old enough to remember the conditions of life that prevailed there before a strong man resolved to stop the barbarian and the revolting cruelty that were rampant, but he cannot trust himself to describe it. The horrors of those days are, happily, past; and the tales we have all heard of the gruesome collection of human heads, by which the natives delighted to contemplate as trophies their enemies and delighted to repeat the evidence of their bravery, need not be repeated. The fierce enjoyment derived from slaughter and the pursuit of inhuman cruelties had become a part of the Dyak nature, developed and heightened by long hereditary influences; so that to make war on this rooted tendency—the only ambition they knew and understood—was to undertake a task whose boldness and contempt of difficulties we cannot adequately appreciate. Piracy, again, was the inevitable occupation, and a laudable pursuit that invited the bolder spirits, against which it was necessary to exhibit the most strenuous opposition. For Mr. Brooke saw that the most effective way of civilising the natives was to introduce commerce and to develop trade. With the menace of piracy in every roadstead, intercourse was effectually blocked; but this obstacle of progress, like that of head-hunting, with its debasing accompaniments of mutilation and cannibalism, was swept away, without danger and the resentments from those who had long indulged in these practices with impunity. To raise the status of these natives is an achievement of which any European may be proud, and the name of Brooke is worthy to be written with those who have proved themselves wise and capable Empire builders. The policy of regeneration, so well begun by Sir James, has been carried on by nearly fifty years by his nephew, Sir Charles, who has taken his share in repressing piracy, and has led many expeditions against the supporters of the old rule, but his later years have been more peacefully occupied in the successful establishment of trade and economic development, to the making of laws, and attending to the political and social affairs of a peaceful and regenerated community.

THE REAL DYAK.

The very brutality of the Dyak has made his tribe, his habits, and his superstitions better known than those of some races who may have better blood, and a study and description, but accounts have been mostly superficial. To obtain a clear insight into the religion and beliefs by which the savage is governed, to enter into his thoughts and sentiments, to understand his customs and folk-lore, requires a long intimacy, by which his confidence is won, his shyness overcome, and the general character appreciated. Mr. Gomes has enjoyed, or at least has had opportunities for this close intercourse. He is a missionary, as his father was before him, but his aim is not of the missions, their prospects of success that he writes. His object is to make us understand the real Dyak, there is another race or tribe of Land Dyaks, whose language and traditions are quite distinct, as their energy is inferior and their numbers smaller, occupying the interior—who lives in Sarawak, and is to be found on the banks of the rivers that water that province, giving rise to luxuriant vegetation. He has had ample opportunity which he has turned to good account, of observing the Dyaks in every relation of life, of hearing how they talk to each other, and of following their thoughts in many directions. As the Rev. John Perham, who long resided in Sarawak, and supplies an introduction to this work, remarks, "We can see this dusky son of the jungle in his beliefs and fears, which are many, in his work and in his play, in his ugly faults and amiable virtues, in his weakness and in his ability. And I think that everyone who reads these pages will feel that he knows the Dyaks better than he ever knew them before, and will come to the conclusion, that they are active, hard-working, industrious, ready to earn an honest penny when they have the chance, and in their domestic relations are amiable and hospitable towards strangers."

Perhaps it will be thought that the summary given here is too rosy and hopeful, and indeed there is another side, for Mr. Gomes states that there are those who take a gloomy view of the future, because the Dyaks will adhere to their primitive methods of farming, and cannot be taught to adopt methods for keeping the soil fertile, and these pessimists paint a dismal picture of villages crowded by half-starved men and women living on worn-out land which will not bear abundant crops. This latter forecast is hardly likely. Experience has shown that when an aboriginal race has been unable to accommodate itself to the conditions imposed by advanced civilization it has to disappear. The members of the race with intelligence, will be freed from agricultural pursuits, carried on in the present wasteful manner, and that there are some capable of rising in the social scale is shown by the fact that in the short interval of two generations the naked, mud-thirsty Dyak, who is content to earn a conventional existence in the jungle, has become a white man taken up by the cause of education and opened up new avenues of thought, and gives greater scope to activities.

THE GYROSCOPE AND THE TORPEDO.

NAVAL OFFICER'S INVENTION.

A Portsmouth correspondent learns from a reliable source that experiments are being conducted with a torpedo director, based upon the gyroscope principle. Only the most meagre information is obtainable, but it would appear that an officer serving in the torpedo establishment at Portsmouth has applied the gyroscope in such a fashion as to suggest that the present director will be superseded by the new director, which will increase the destructive value of the torpedo by enabling it to be discharged effectively from greater ranges.

THE COURT CLOCK.

From the *Singapore Free Press*.—It is remarkable how stories of little incidents go the rounds of the Press year after year, with the variants to be expected. Take that of the theft of the Court clock, a perfectly true incident. "Roderick Random" is the column of "andom Reflections" that he contributes weekly to the *Hongkong Daily Press* has this:

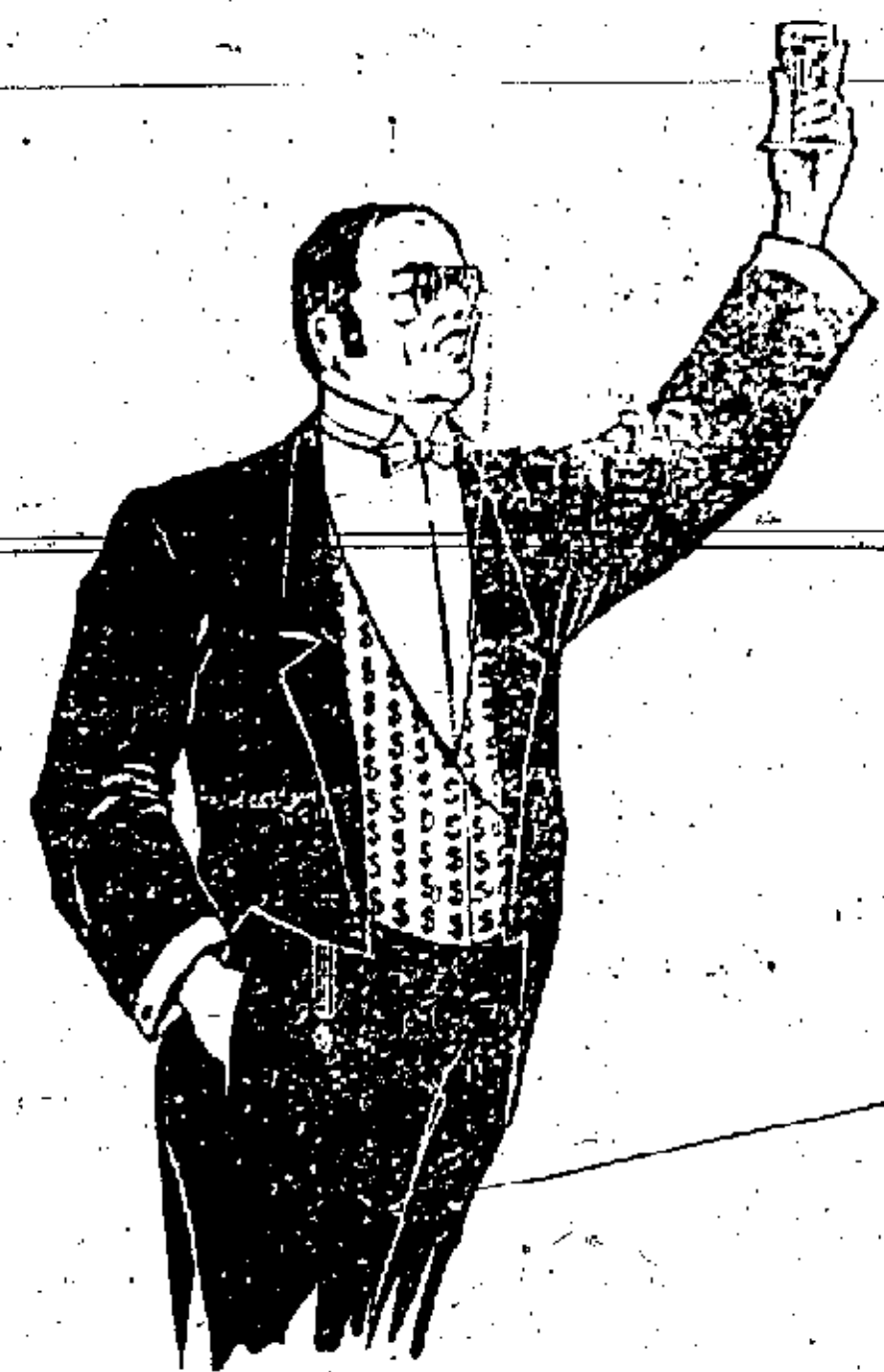
"I have always understood that story about a thief entering the Court-room while the Judge was sitting and removing the clock 'for repairs' had its origin in Hongkong, but I see in the *Strand Magazine* that this distinguished piece of audacity is claimed by Dublin. The writer in the magazine, however, mentions that the incident is said to have happened in Hongkong and also in an American town. Perhaps, think some, these were thoroughly investigated, it would be found that if the clock was really pilfered in Dublin or the American town, the perpetrators were indicted for the idea of the 'heavenly Chinese' of Hongkong, for the Chinese thief has long had a penchant for clocks."

The fact is that about twenty years ago, as recorded at the time as a simple police paragraph, a Chinaman entered the court of the sitting Police Magistrate in Singapore, carrying a ladder, while the usual court business was going on. He placed the ladder underneath the court clock, ascended, and opened the clock, pored about, looked generally wise, and finally, after fiddling about a while, descended carefully with the clock and carried it; and the ladder, out of the court. No one dreamt of thinking that the Chinaman was anything else except the needed assistant of some authorised firm. And the clever rascal got clear away. The paragraph is perfectly well remembered by two of the present staff of the *Singapore Free Press*, and it could be rediscovered by the expenditure of the necessary time on the files of that period.

We have an impression that a similar trick was tried on successfully, we think, at Hongkong some dozen or fourteen years later. It is not impossible, if that be so, that it was the same ingenious person who had "changed his skies but not his soul."

INTIMATIONS

BROWNING'S OLD TOM GIN.



"An Ideal Drink for Summer."

SOLE AGENTS:

H. RUTTONJEE & SON, WINE & SPIRIT MERCHANTS.

Chas. J. Gaupp & Co.

Have Just Received a New Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising—

SILVER CUPS,

PRESENTATION PLATE,

TEA SERVICES,

&c. &c.

PRINCES PLATE,

TABLE WARE,

CUTLERY,

FISH KNIVES and FORKS,

DRESSING CASES with

SILVER FITTINGS,

LEATHER HAND-BAGS,

and WALLET RAZORS.

AUCTION

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION.

On MONDAY, the 30th day of October, 1911, at 3 o'clock at their Sales Room, No. 8, Des Vaux Road Central.

The Furniture, Fixtures, Fittings Assets and Effects of the KING EDWARD HOTEL and the Goodwill of the business as a going concern.

Comprising the necessary and Valuable Hotel business carried on by the late Mr. DRUMMOND DOBSON, NOW being under the style of THE KING EDWARD HOTEL together with the benefit of the Leases of Portions of Royal Buildings and Prince's Buildings hereinafter mentioned. The premises occupied by the Hotel and the accommodation is as follows:

1. ROYAL BUILDINGS: Consist of (a) Underground Godowns, etc. (b) Ground Floor (c) First Ground Floor and First Floor (d) Five Upper Floors and (e) Top of Fifth Floor, all disposed as follows:— (a) UNDERGROUND—partitioned off into (i) Two Spacious Godowns one used for Storing Liquors, Wines, Aerated Waters, Mineral Waters, Cigars and other Bar supplies and the other for Storing Passengers' baggage and also effects belonging to the Hotel of which there is a Large Stock in reserve (ii) a Room for Storing empty bottles (iii) a Large Room for Compro's Office (iv) Two Rooms for Godown coolies (v) a Carpenter's Workshop and (vi) an open space in which a Salt Water Pump with a Well is laid.

(b) GROUND FLOOR—is divided into two Sections, namely, (A) Offices and (B) Bar. (A) Offices—(i) Booking Office with Counter (ii) Manager's Office adjoining (iii) a spacious Hall with Tables and Seats for visitors—all of which are in front while at back two Private Offices and a Telephone Room.

(B) Bar—contains (i) Bar with counter and Cash Register, all fitted up in first class style, with three Billiard Tables complete (ii) Lavatories and Urinals with Hot and Cold Water Pipes for Wash-Basins, all up-to-date fittings.

(c) First Ground Floor and First Floor—are two Compartments—(i) Private Bar and (ii) Drying Room.

(d) FIRST FLOOR—Comprises (i) Two Large Dining Rooms (ii) One Pantry (iii) One Currying Room with Heating Range (iv) Kitchen and (v) a small room with a Hot Water.

(e) SECOND FLOOR—has (i) Reception Room (ii) Private Dining Room (iii) Writing Room (iv) One Large Room with two Billiard Tables and other suitable fittings (v) Tea Room (vi) Cloak Room and a number of Subsidiary Rooms as follows:—

One Ladies' Lavatory. One Gentlemen's Lavatory. One Ladies' Bath Room. One Gentlemen's Bath Room.

Two Spare Rooms for use of servants and for keeping sundries. Rooms I to III and V to VII can be used as Bed Rooms.

	No. of Upper Floors	Bed Rooms	Lavatories	Bath Rooms	Spare Rooms for servants, etc.
3rd Floor	9	1 Gent's	2 Ladies	2	
4th "	9	1 Gent's	2 Ladies	2	
5th "	19	1 Ladies' 2 Gent's	3 Ladies' 2 Gent's	4	

The Bed Rooms on these Three Floors with such of the Rooms on the Second Floor as are convertible as Bed Rooms make 43 Bed-Rooms in all. The Billiard Room can also be used as Bed Room.

All the Lavatories are of the latest pattern and the Bath Rooms are equipped with First-class Atlantic Baths.

(e) Top of Fifth Floor are Chinese Kitchen and Servants' Hall.

A Fire Escape runs from the roof right down to the Ground Floor outside.

Each Floor has a Telephone Room.

With the above will be sold the benefit of the Original Lease of Portions of Royal Buildings upon which the above premises are situated dated the 23rd day of October, 1905, for a term of 14 years from the 1st day of September, 1905, and for a further term of seven years from the expiration of the said term of fourteen years at a Monthly Rental of \$1,716.67 and taxes which amount to approximately \$223.16 per Month.

2. PRINCE'S BUILDINGS.

Consist of (i) Ground Floor with Underground Godowns now let to the Medical Hall—and (ii) Three Upper Floors disposed in the following manner:—(1) Ground Floor is divided into Two Sections, namely, A and B. Section A is let to the Bank of Taiwan upon an agreement for Lease which will expire on the 30th day of September 1912, at a Monthly Rental of \$500 inclusive of taxes—and Section B is let to Emil Niedhardt carrying on business as The Medical Hall upon a sub-lease which will expire on the 30th day of September, 1917, at a present Monthly Rental of \$500 for the first two years of the said term and the Monthly Rental of \$600 for the third year and the succeeding 3 years and at the Monthly Rental of \$700 for the remaining 2 years 2 Months and 17 days of the said term exclusive of taxes. Full particulars of these sub-leases can be supplied by the Undersigned.

	No. of Upper Floors	Bed Rooms	Lavatories	Bath Rooms	Spare Rooms
1st Floor	9	1 Gent.	2 Gent's	3	
2nd "	9	1 Servants' 2 Ladies	2 Ladies	3	
3rd "	9	1 Servants' 2 Ladies	2 Ladies	3	

Of the 27 Bed Rooms on the above Floors certain Rooms are let to MESSRS. JOHNSON, STOKES & MASTER, Solicitors and Notaries, upon a sub-lease which will expire on the 30th day of September, 1917, at a Monthly Rental of \$350.00 exclusive of taxes. Full particulars of the above sub-lease can be supplied by the Undersigned.

On the Second Floor is a Chinese Kitchen for the use of servants while on the Third Floor there is accommodation for the Hotel Watchmen.

With the above will be sold the benefit of the Original Lease of Portions of Prince's Buildings upon which the above premises are situated dated the 12th day of August, 1909, for a term of eight years from the 1st day of October, 1909, at a Monthly Rental of \$1,750.00 and taxes which amount approximately to \$227.50 per Month.

The Assets and Effects comprise the Valuable and up-to-date Furniture, Fixtures and Fittings, Cutlery, Glass and Crockery, Table Linen and Electric Installation (Lights and Fans) in and upon the above premises and all other paraphernalia now in and upon the said premises used thereon for the carrying on of the said business, an inventory of which may be inspected at the Office of the Undersigned.

A Publican's Licence has for many years been held by the late Proprietor's Nominee and the Present Licensee will (subject to the transfer being approved by the Licensing Board) be transferred to the Purchaser and he can hold the same until the Licence expires on the 30th day of November, 1911.

WITH THE ABOVE WILL BE SOLD The Single-Screw Steam Launch "KING EDWARD," Licence No. 372. Length 60 ft. 5 in., Breadth 10 ft. 8 in., depth 7 ft. Gross Tonnage 27.15, Net Tonnage 11.39, together with all her Tackles, Gear and Apparatus, Engines and Boilers as she now lies afloat in the Victoria Harbour. This Steam Launch was in the Month of May, 1911, thoroughly over-hauled and repaired.

Particulars and Conditions of Sale may be obtained from the Undersigned and from the Auctioneers. Orders to view the premises excepting the premises of the sub-lessees may be obtained from the Undersigned.

JOHNSON, STOKES & MASTER, Prince's Buildings, Hongkong. Solicitors for the Vendor. Hongkong, 9th October, 1911. [1255]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & CO., LTD.

[1228]

When "Only Middling"

your health is very far from satisfactory. The slightest knowledge of pathological science is sufficient to inform us how precarious is the condition of the person who is "only middling." The power of disease-resistance is practically nil, and an ordinary atmospheric change or dietetic irregularity may lay you up for weeks.

Take

care therefore that you possess nothing less than vigorous, robust health. Just as nothing succeeds like Success so there is no better guarantee of sustained health than never to let yourself run down. Consequently if you are not feeling up to the mark get yourself into tip-top condition at once, by taking a few doses of

BEECHAM'S PILLS.

Especially suitable for Females of all ages.

Sold every where in boxes, price 6d. (6 pills), 1/4 (15 pills) and 2/6 (108 pills).

CHAPOTEAU'S MORRHUOL



Superior to Emulsions or Cod Liver Oil. Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.

Made by all Chemists.

SELF CURE NO FICTION! NO SUFFERING NEED NOW DESPAIR. THE NEW FRENCH REMEDY, THERAPION No. 1. Cures all kinds of skin diseases, eruptions, itching, etc. (either by internal or external use). THERAPION No. 2. Cures blood poison, but legs, ulcers, sores, painful swellings, etc. when medicinal treatment fails. THERAPION No. 3. Cures rheumatism, neuralgia, sciatica, etc. (either by internal or external use). THERAPION No. 4. Cures all kinds of internal diseases, indigestion, constipation, etc. (either by internal or external use). THERAPION No. 5. Cures all kinds of external diseases, itching, etc. (either by internal or external use). THERAPION No. 6. Cures all kinds of skin diseases, eruptions, itching, etc. (either by internal or external use). THERAPION No. 7. Cures all kinds of skin diseases, eruptions, itching, etc. (either by internal or external use). THERAPION No. 8. Cures all kinds of skin diseases, eruptions, itching, etc. (either by internal or external use). THERAPION No. 9. Cures all kinds of skin diseases, eruptions, itching, etc. (either by internal or external use). THERAPION No. 10. Cures all kinds of skin diseases, eruptions, itching, etc. (either by internal or external use).

WM. POWELL, LTD.

"PHOENIX BRAND" Pure English Silk SOCKS

IN ALL COLOURS. (REMARKABLE VALUE.)

\$2.00 per pair 6 pairs for \$11.00

GENTS. OUTFITTERS. 28, QUEEN'S ROAD. [1130]

THE PIONEER OF THE OVERLAND ROUTE TO INDIA.

The City Press (London) says: Mr. Henniker Heaton, the Pioneer of Imperial Penny Postage, has presented to the Lord Mayor an autograph letter written over seventy-eight years ago by Lieutenant Thomas Waghorn R.N., the Pioneer of the Overland Route to India. In this way his Lordship is linked with two great English men whose names will ever be prominently associated with Imperial Postage, and who may be said to stand at each extremity of the reform movement. That which seemed to Lieut. Waghorn and his contemporaries the daring innovation of carrying a letter from England to India for 8s. 6d. in motion an evolutionary process that has reduced the price to the modest sum of 1d. The letter presented to the Lord Mayor is as under:

London, 39, Cornhill, 8th January, 1833.

Messrs. William and Thomas Raikes, Gentlemen,—I write to inform you and other Merchants interested with India that I leave London on the 5th and Falmouth on the 8th, of February by the Mail Steam Packet for Malta. On my arrival there I leave again forthwith for Alexandria from there by land to Suez, then sail down the Red Sea, which is fair, and cross the Sea to Bombay, where I expect to arrive in seventy days from England. On this occasion I shall carry as many single letters as I can get at five shillings each. Any letters your firm or your friends wish to send by this quick opportunity I shall be glad to take. I shall be in England again in November next, and in all probability, go (should a steam company not be established between England and India) in February by this route, so that once a year we may be certain of a quick communication with India. I remain, Gentlemen, Your humble servant.

THOMAS WAGHORN.

N.B.—I am to be found at No. 39, Cornhill till I leave London on the 5th of February, and shall be happy to wait on you if you wish it.

Behind this business letter lies the romantic history of the opening up of the overland route from Europe to India, and Lieut. Waghorn was the hero of the romance. He was born at Chatham on June 20, 1800, and the centenary of his birth was gratefully celebrated eleven years ago, when his business successors, Messrs. George W. Wheatley & Co., of Upper Thames Street, published a sketch of his life. From this we learn that at the age of twelve young Waghorn became a midshipman on board H.M. Frigate "Tiger," and served on the Home and West India Stations. At the age of seventeen he passed his examination for Lieutenant in the Royal Navy. Later he was employed as pilot in the service of the East India Company in Bengal. He was attached to the fleet of the Aracan division of 1800 men, which left Chittagong in 1824, and after serving in that expedition in various departments, was appointed to command the "Matchless" cutter on a survey, in which service he received the commendations of the Naval and Military authorities. During the war he was appointed to act at all points where peculiar dangers and difficulties demanded the presence of rare courage and enterprise. He planted the first gun on a hitherto inaccessible rock at the mouth of the Aracan River by hoisting a twelve-pounder from the deck of his ship to a perpendicular height of 920 feet, and it still serves as a landmark for ships entering the river. Waghorn remained at the scene of action when nearly all the other officers had been compelled to return invalided, so that he became eventually the senior naval officer, and was left in command of the coast from Chittagong to Sandoway, some 300 miles, with a force of 3,000 men under him. In 1827 Waghorn turned his attention to steam communication. At first, like many others, he advocated the route via the Cape of Good Hope, but he became convinced ere long of the practicability of regular communication via the Red Sea. The "Hugh Lindsay," a steamer of 411 tons and 80 horse-power, and drawing only 11½ feet of water, had made the voyage of 3,000 miles from Bombay to Suez, coaling at Aden. The time occupied, with calls at Mooha and Jeddah, was 32 days. A route via Suez was attempted in the early part of the nineteenth century, the East India Company's cruisers running between that port and Bombay. Despatches were thus transmitted to Cosseer, the remainder of the route to Ghem being made on camels, and thence to Alexandria by the Nile; Waghorn's scheme was considered impracticable because it was said that coal cost £20 a ton at Suez. He, however, got over this difficulty by taking coal to Suez on camel back at £4 3s. 6d.

Returning to Chittagong in 1827, he was chosen by Lord Combermere as committee of men to forward the project of steam communication between India and England. Before leaving India he was also deputed by influential mercantile men in Madras to further the interests of that city in the way of steam communication. From this point may be said to have commenced the great and absorbing interest of Waghorn in the project to establish the overland route. It took long time to convince the authorities at home that a better route than the then existing one round the Cape of Good Hope was practicable, but eventually Waghorn's pertinacity so far prevailed that in 1839 he was sent to the Court of Directors of the East India Company as official messenger with despatches for Sir John Malcolm, then Governor of Bombay.

Proceeding across the European continent to Trieste, Waghorn made his way to Alexandria, thence advancing to Rosetta by donkeys, to Cairo by boat, and to Suez over the desert on a camel. He had expected to meet at Suez the steamer "Eniprise," but, being disappointed in this, he left in a native boat for Cosseer. After a few days' delay he proceeded to Jeddah, a distance of 600 miles from Suez. During the journey some of the Arab crew mutinied, whereupon Waghorn produced his pistol, and threatened to shoot the first man who persisted in his refusal to proceed. After considerable delay at Jeddah he found that the "Enterprise" was not expected, so again he embarked in a native boat, but was taken up by the East India Company's cruiser "Tiger," and by her landed at Bombay. There he obtained an answer to his letter, and at once returned to London by his now initiated overland route, delivering a reply within the stipulated time. After the pioneer journey overland Waghorn for several years travelled backwards and forwards between England and India. He laboured at Mehemet Ali for some years, and entered the service of the Pasha. Knowing that regular communication could not be carried on without, at least, the tolerance of the Arab tribes, he lived in their tents for two or three years, teaching them to respect the security of overland transit. He established a regular service of caravans across Egypt, built eight halting places in the desert between Cairo and Suez, and made what had been a dangerous path beset with robbers a secure highway. He conveyed the overland mail between the years 1831 and 1834, and to that period belongs the letter quoted at the beginning of this article—a letter which sufficiently indicates his mode of operation. Before he left Egypt in 1841 Waghorn had a service of English carriages, vans, and horses, instead of camels, to convey travellers across the desert. He had also placed small steamers on the Nile and the Canal of Alexandria; in fact, all his means were spent in providing more and more facilities. Nothing was granted by the British Government, or by the East India Company, and though his enterprise in working the overland mail was a national boon, it resulted in but little or no private gain to him. In 1837 he organized shipping business in London in concert with Mr. George Wheatley, who also took many journeys in trying and working alternative routes to Egypt. Eventually, under the title of "George W. Wheatley & Co.," Mr. Wheatley continued the shipping business, and further consolidated the many Eastern ramifications originated by Waghorn. The latter died in January, 1850, at the age of 49—a disappointed man in that he had been neglected by the authorities. It remained for later generations fully to appreciate what Lieutenant Waghorn had done primarily for his own country, and secondly for the travelling world at large. Although his immediate aim was the prompt conveyance of letters and packages, he paved the way for one of the greatest travelling routes in the world. In course of time camel and caravan were superseded by railway across the desert in connection with regular steamboat lines from England to Alexandria and from Suez to Bombay, and finally came the cutting of the Suez Canal. No one had a higher appreciation of Waghorn's pioneer labours than Count Ferdinand de Lesseps, who inscribed this tribute beneath a bust of his English forerunner at the Suez entrance to the wonderful waterway: "In homage to the memory of the generous, though unfortunate, man who alone, without any help, by a long series of labours and heroic efforts, practically demonstrated and determined the adoption of the postal route through Egypt, and the communication between the East and West of the World, and thus was the originator and pioneer of the great Egyptian maritime commerce completed by the canal of the two seas."

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Somewhat more tardily, though none the less sincerely, Lieut. Waghorn's own countrymen gave tangible expression to their gratitude by erecting a statue to his memory at Chatham in 1885, and it is interesting to remember that the fund for this purpose was raised as the outcome of a meeting held at the Mansion House.

POSITION OF CONSOLS.

For a long time, says a Scottish financial journal, "the sweet simplicity of the three per cent." had an attraction which made Consols at that rate of interest the favourite medium of investment where security and a fair return in interest were essential, but wide fluctuations in price have shown that a gilt edged security may be no safer in protecting capital than many less pretentious issues, and even at quotations which ensure three per cent. Consols are at present out of favour. At 78 they yield 3 1/5 per cent. Even small investors, however, are now aware that many colonial and foreign stocks are as safe for capital as Consols, while, owing to the large output of new securities, a much better rate of interest can be secured. Not long since, 4 per cent. was regarded as a sufficient return on the ordinary stock of leading home railway companies, whereas 4 1/2 to 5 per cent. can now be got. The prospective price of Consols may be even lower than the current quotation.

報新外中港香 CHU NG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern China, Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong 131, Fleet Street, London, or from the different Agents. Documents translated from or into Chinese or Colloquial Chinese.

BECHSTEIN PIANOS

SOLE AGENTS: ROBINSONS.

Messrs. The IMPORTANT! Midland Rubber Company Limited of Birmingham, England

are open to appoint buying Agents in various districts for the sale of their well-known goods. The Midland Rubber Company has been established as manufacturers for over 55 YEARS—one of the oldest in England) and specialise in the following goods:

Motor and Cycle Covers and Tubes in all patterns: Solid Tyres suitable for Motor and all classes of vehicles: Football Bladders, Golf Balls and Rubber Sporting Goods of all kinds: Motor and Cycle Rubber Goods, Pads and Brake Rubbers, Cyclotron Bulbs, etc., etc.: Motor Cycle Tyres, Tubes and Belts: Rubber Mats, Matting and Tiling: Moulded Rubber Goods, Packings, Sheetings, Valve Rubber and Mechanical Rubber Goods of every description: Hoses and Mining Goods. "Anything made in Rubber" by patent Electrical and Hydraulic Machinery.

PLEASE LET US KNOW WHAT YOU ARE INTERESTED IN

Complete lists and particulars on application.

Government Official Contractors to His Majesty's Admiralty, War Office, principal Municipal bodies, Home and Colonial Railways, etc.

ALL GOODS BRITISH MADE AND FULLY GUARANTEED

THE "SANITAS" BEST

DISINFECTANTS.

All Kinds and for All Purposes.

AS SUPPLIED TO H.M. GOVERNMENT DEPARTMENTS.

"SANITAS-OKOL," 20 times the co-efficient of carbolic acid. The ideal disinfectant for use in the Tropics. Highest efficiency and lowest cost. Powerful Larvicide. Unaffected by organic matter, and miscible with both fresh and salt water.

"SANITAS-BACTOX" (Saponified Cresols of the same (20) guaranteed co-efficiency). Homogeneous, and miscible with fresh water.

"SANITAS-SOLDIS," a cheap but concentrated Coal Tar Disinfectant of the greatest reliability and guaranteed efficiency.

Supplies of the "SANITAS" DISINFECTANTS may be had of

THE MALACCA GENERAL STORES, LTD., Malacca, F.M.S. Messrs. PRITCHARD & Co., Penang, S.S. THE MEDICAL HALL, Battery Road, Singapore. THE SINGAPORE DISPENSARY, 12, Battery Road, Singapore. THE BRITISH DISPENSARY, 4, Battery Road, Singapore. THE BORNEO Co., Singapore. THE DISPENSARY, LTD., 43b, Raffles Place, Singapore.

THE LEEDS FORGE CO., LD., LEEDS

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the design and manufacture of

PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL

RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LD.

Agents, BUTTERFIELD & SWIRE.

[1185]

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

*Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

STEAMERS	TONS	SAILING DATES
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	
MONGOLIA	27,000	

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M.S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on SATURDAY, 28th October, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consuls General, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consuls General, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSEA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.
THE S.S. "PERSEA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.
On the Fine Mail Steamers, CHINA and PERSEA First Class SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, £43.
HONGKONG TO SAN FRANCISCO £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies "King's Buildings (opposite Blake Pier)."
FRED J. HALTON, AGENT.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

Steamers	Tons	Captain	To Sail on or About
LUCERNE	11,000	J. M. Harris	25th October.
STRATHLYON	8,000	J. R. Shaw	21st November.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
KING'S BUILDING, PRINCE CENTRAL.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 28th October.
FROM COLOMBO: 12th November.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.
FROM HONGKONG: Frequent Sailings.
FROM CALCUTTA: End September.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIE" 3,000 tons to be despatched End December.
S.S. "KATANGA" 5,600 tons to Follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, 28th August, 1911.

[1075-173]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITABOEM	JAPAN	—	JAVA	First half of Oct.
TJILIWONG	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	SHANGHAI	Second half of Oct.	JAVA	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJILANAP	JAVA	First half of Nov.	SHANGHAI	First half of Nov.
TJIPANAS	JAVA	First half of Nov.	JAVA	Second half of Nov.
TJIMANOEK	JAVA	Second half of Nov.	JAPAN	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 11th October, 1911.

Telephone No. 375.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 30th Oct., 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 10th Nov., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 13th October, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS

SHANGHAI, YOKOHAMA, KOBE & Mori "PEKING" About 10th November.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

OLOF WIK & CO., CHINA AGENCIES, ARTIBOLAG.

46] YORK BUILDINGS TOP FLOOR.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	—	—
ST. LEANS	—	—
EASTERN	26th Oct.	Tuesday, 17th Oct.
ALDENHAM	17th Nov.	Saturday, 11th Nov.
—	1st Dec.	Saturday, 9th Dec.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & Co.,
AGENTS.
Hongkong, 10th October, 1911.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East: 16, DES VUEX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOHONG ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINA OFFICE:—LUDGATE CIRCUS LONDON, E.C.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Yangtze.

Arcturion, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kildin, en route to Hongkong.

Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Brank, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. J. M. Barker, Yangtze.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, en route to Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Hongkong.

Handy, torpedo-boat destroyer, 255 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. Ron. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 5,900 i.h.p., Lt. Comdr. M. B. E. Blackwood, Hongkong.

Keat, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. E. St. J. Farquhar, Hongkong.

Kinaba, river gunboat, 615 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lynes, Shanghai.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. B. O. M. Davy, Labuan.

Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Walsby, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, en route to Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Yokohama.

Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,800 tons, 10 guns, i.h.p. 800, Captain George P. E. Hunt, D.S.O., Yokohama.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillier-Landwood, R.N., Yangtze.

Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambie, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.

Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt. Comdr. N. E. Aroldale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taken, torpedo-boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. B. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai.

Vireo, torpedo-boat destroyer, 395 tons, 6 guns, 5,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. R. L. Hancock, Singapore.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. P. A. Mulock, Yangtze.

Submarines:—

No. 36, Geoffrey Herbert, Lieut. Comdr.

No. 37, A. A. L. Fennar, Lieut. Comdr.

No. 38, J. E. A. Coderington, Lt. Comdr.

THE BEST CITY IN GERMANY.

BY RICHARD CAPELL.

Dresden has its lovers, but in the memories of how many hundred thousand travellers does Munich hold pride of place as the most charming, the joyfulest of German cities? The holiday spirit finds little harbour in the straits of northern towns. But Munich is its home.

The city has a fair and friendly air that promises welcome and entertainment.

Three hundred thousand strangers and more enter its gates each year, they tell you. Small wonder Munich has the art of agreeably beguiling the traveller's time. Perhaps you have stopped for a single night to break the tedium of the journey to Tiro or Vienna. The one night is almost certainly drawn out to three. Or your goal is Munich itself, for the sake of pictures, music, or a Bavarian accent. In any case your days pass as by magic; likewise your gold. In return you have memories such as real holiday memories should be.

You remember vista after vista of nobly designed streets and squares and monuments and the musical splash of a score of graceful fountains. In their rocky bed the cooling, pale-green waters of the Isar dash through the town with an impetuousness unchecked by months of drought. The river's course is a series of cascades and rapids, with hundred-foot-high banks, adorned with miles of gardens. One recalls innumerable galleries of the brilliant work of the Munich painters, and it is pardonable if in one's memory there is some confusion between these exhibitions and the no less fascinating picture galleries. And one recalls innumerable beer-gardens and beer-halls—these latter not vulgarly gilded and gaudy, but homely and gemütlich in the sobriety of dark wood furniture and frescoes subdued in colour and jovially bacchic in spirit.

The twin-towered towers of the Gothic baroque cathedral serve as a suggestion that one is a kind of the way from London to Constantinople. Fantastic Czech and Polish names in the picture-gallery catalogue tell of the alluring proximity of the Slav world. And the admirable Bavarian postage-stamps—artistically admirable as the German imperial postage-stamps are nondescript and unattractive—are an everyday reminder of the persistent individuality of Bavaria, despite 1871. There are no "Kaiserstrassen" or Wilhelm II. monuments, and to the tourist from North Germany the general absence of the amiable features of "Unser Kronprinz" is a little disappointing. But the picture-postcard shops give an impression of something new and strange. Catholic Bavaria has the same colour as Protestant Prussia, maps of Europe; not so on maps of Germany. And easy-going, witty Munich never tires of poking fun at "pipedelayed Prussia" and Hohenzollern rigidity.

They are terrible fellows the Munich wits! Their butts are the Zentrum and pietists of both confessions, the village priest, the German Colonial official, the Berlin police, Mr. Grundy, the self-satisfied bourgeois in general, all representatives of order and authority. Their laughing jibes are as alien to the mild jesting of the London humorists as the German policeman's sword and revolver are remote from the London policeman's pacific equipment. The slings and arrows of Simplicissimus and Jugend are a pleasant sauce to Bavarian Gemütlichkeit.

Abel Faivre not long since propheticly portrayed a party of art lovers touring through a picture gallery in a motor-car. Munich should be the scene of this innovation, for the galleries there must be measured by miles. The Munich artists' exhibition of some thousands of canvases, now being held at the Glass Palace, is one among many. After thoroughly exploring it you have probably marvelled as far as a Territorial in a day's manoeuvring on Salisbury Plain. This collection, notwithstanding the audacity and crudity of much of it, represents the conservative and traditional side of the Munich art world.

A stone's throw away is the Secession's exhibition. Secessionist art, as French wit has said, stands in regard to "art nouveau" in the relation of raving madness to mild lunacy. But there are secessionists from the Secessionists, and several thousand of their exuberant works are ensconced in another vast collection—the "Jury-less Exhibition." Other modern pictures are to be seen at the National Museum, and a score of prolong interminably your orgy of canvases and paint. Out of this flux of temporary picture-shows the sculpture at the Glyptothek and the pictures at the Schack Gallery and the Old and New Pinakothek stand out in the pride of permanence.

At the Old Pinakothek the glorious creatures of Rubens rejoice eternally in the passing pleasures of the flesh. From the Glyptothek one bears an irrefragable memory of one of the divinest relics of the antique world—the Barberini Fawn, slithering eternally with deep drama breath and features contracted almost to the point of pain in his absorption in heavy sleep. Sculptors surely must despair at seeing all beauty and truth thus achieved in the idle grace of this two-thousand-year-old marble boy.

This cypress groves and luscious twilights of Arnold Böcklin are best to be seen at the Schack Gallery; but his "Spälen der Wellen," at the New Pinakothek, is an unmitigated joy. In a blue and bistreous sea a laughing sea-faun and a charming, tasteful mermaid are playing out of the course of a puffing, puffing sea-centaur, while other nymphs and sea-urchins make merry over the humorous monster's advent. The gay, pagan fantasy of the thing is most captivating.

Among your relics of Munich—playbills of the majestic Prinzregententheater, the Residenztheater, which is exquisite and eighteenth-century, and the Künstlertheater, which is twentieth-century and admirable; your print of the Van Dyck "Holy Family" of the Pinakothek; and your record from the Hofbräuhaus—it is strange if one of the fine portraits of the romantic King Ludwig II., everywhere to be seen, does not find a place. King Ludwig's caprices cost Bavaria dear, but he is the idol of Munichers. Richard Wagner owed much to this unhappy man; so this does the world. When Munich amusements pall, go therefore on a little pilgrimage to the serene Starnberg Lake, half an hour south of Munich, where, on the east shore at Schloss Berg, with the panorama of the Bavarian Alps looming like a vision in the south, twenty-five years ago the waters extinguished that ardent and derelict soul.—Daily Mail.

The Indo-China str. Kumang left Calcutta for the Straits and Hongkong on the 5th inst. and is due here on or about the 21st inst.

PASSENGERS.

Per Borneo, from Sandakan, Mr. Hackmaier, Mr. Hammer, Mr. and Mrs. Arendsen.

Per Calcutta, from Calcutta, Mr. and Mrs. Sigeland, Mr. and Mrs. Markham, 3 children and infant.

WEATHER REPORT.

On the 12th at 11.40 a.m.—The barometer has fallen over W. Japan and the Lehigh, while it is rising over China.

The depression has passed from the continent to the Yellow Sea.

The anti-cyclonic area has shifted to the Eastward and now lies over the Pacific to the E. of Japan. Probably pressure is high also over W. China.

The monsoon will freshen again along the coast and over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.

* Hongkong & Neighbourhood

Formosa Channel ... (N. and N.E. winds, strong)

South coast of China between (N. and N.E. Hongkong and Lamcocks, (winds, freshening)

South coast of China between (Same as No. 1. Hongkong and Hainan.)

* N. winds, freshening; fair.

CHINA COAST METEOROLOGICAL REGISTER.

October 12th.—AT A.M.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Vicetook 7 a. 30.08 53 84 SE 3 1 o

Namur 6 a. 30.32 53 84 SE 3 1 o

Hakodate 6 a. 30.25 53 84 SE 3 1 o

Tokio 6 a. 30.24 53 84 SE 3 1 o

Kobe 6 a. 30.13 53 84 SE 3 1 o

Nagasaki 6 a. 30.03 53 84 SE 3 1 o

Kagoshima 6 a. 30.08

SHIPPING

ARRIVALS.

ANNU, British str., 1,350, J. U. Harris, 11th Oct.—Shanghai 8th Oct., General—Butterfield & Swire.
 BORNEO, German str., 1,354, P. Sembl, 12th Oct.—Sundakan 7th Oct., Timber—Moloch & Co.
 CATHERINE APCS, British str., 1,730, L. O. Townsend, 12th Oct.—Calcutta via Straits 24th Sept., General—David Sassoon & Co.
 MATILDE, German str., 831, Chr. Ulderup, 11th Oct.—Haiphong and Hanoi 11th Oct., Coal and General—Jensen & Co.
 MEMMO, British str., 3,018, Bobb, 11th Oct.—Hankow—General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 12th October.
 Dagay, Norwegian str., for Hongay, Haiphong, British str., for Swatow.
 Ischia, Italian str., for Singapore.
 Shantung, German str., for Taku.
 Signal, German str., for Swatow.
 Sinan, British str., for Haiphong.
 Taisan, British str., for Chaofo.
 Tongo Maru, Japanese str., for Keelung.
 Typhoon, Dutch str., for Batavia.

DEPARTURES.

12th October.
 ANNU, British str., for Canton.
 CHONGSHING, British str., for Swatow.
 CHINHUA, British str., for Shanghai.
 CHONGKING, British str., for Amoy.
 CHONGHUA MARU, Japanese str., for Swatow.
 DEWANA, British str., for Shanghai.
 GREGORY APCS, British str., for Singapore.
 HALVARD, Norwegian str., for Haiphong.
 KWANG PING, British str., for Canton.
 MATILDE, German str., for Swatow.
 MEMMO, British str., for Liverpool.
 PRUMPERH, British str., for Saigon.
 SAMBURI, British str., for Singapore.
 SEANG UOON, British str., for Amoy.

SHIPPING REPORT.

The British str. *Catherine APCS* reports: Light winds and smooth sea from Singapore to Paracels; thence to port, strong N.E. winds and slight swell.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S.S. Co. str. *Kowa* sailed from San Francisco on the 19th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 20th inst.
 The P. M. S.S. Co. str. *Siberia* was dispatched from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 31st inst.
 THE AUSTRALIAN MAIL.
 The H. & A. str. *St. Albans* left Port Darwin on the 9th inst. for Manila and this port.
 The I.G.M. str. *Prinz Waldemar* left Yap on the 9th inst. at 7 a.m., and may be expected here on or about the 16th inst.
 THE CANADIAN MAIL.
 The C.P.R. Co. str. *Empress of India* left Vancouver, B.C., on the 4th inst. p.m., for Hongkong (via usual ports of call).
 THE GERMAN MAIL.
 The I.G.M. str. *Yorck*, carrying the German Mails with dates from Berlin of the 20th ult., left Colombo on the 8th inst. p.m., and may be expected here on or about the 19th inst.
 THE INDIAN MAIL.
 The Indo-China str. *Poonah* from Calcutta and the Straits left Singapore for Hongkong on the 10th inst. at 1 p.m., and is due here about the 16th inst. a.m.
 STRAITS STEAMSHIP.
 The H. A. Line str. *Suez* left Foochow on the 11th inst. a.m., and may be expected here to-day a.m.
 The H. A. Line str. *Vandalia* left Saigon on the 6th inst. a.m., and may be expected here on or about the 15th inst. a.m.
 The Austrian Lloyd's str. *China* left Singapore for this port on the 9th inst. and will arrive here on the 15th inst.
 The P. & O. S. S. Co. str. *Somali* left Singapore for this port on the 10th inst. at 4.30 p.m., and is due here on the 15th inst. at about 5 p.m.
 The "Ben" Line str. *Benaron* from Antwerp, Middlesbrough and London, left Singapore on the 7th inst. for this port.
 The Dredge Line str. *Satsuma* arrived at Keelung on the 3rd inst. morning, and will leave for Hongkong on or about the 5th inst. via Foochow.
 The T.K.K. str. *Shingo Maru* sailed from Hongkong on the 3rd inst. on route to Hongkong, and is expected to arrive here on or about the 24th inst.
 The str. *Glenrae* passed the Suez Canal on the 29th ultimo, and is due here on or about the 31st inst.
 The T.K.K. str. *Hongkong Maru* sailed from Manzanillo on the 9th inst. for Hongkong, and is expected to arrive at this port on or about the 27th inst.
 The Mool Line str. *Lothian* left the United Kingdom on the 24th ult. for Hongkong via the Straits.
 The Olof Wijk & Co. str. *Peking* left Port Said on the 8th inst., and is expected here on or about the 7th inst.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA,"
 Captain Paviseh, will leave for the above places on TUESDAY, the 17th inst., at 2 p.m.
 This steamer has special accommodation for passengers, Electric Light, carries a Doctor and Stewardess.

For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents,
 Prince's Building,
 Hongkong, 11th October, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

With Liberty to Call at the Malabar Coast.

THE Steamship

"WELSH PRINCE,"
 Capt. Sheppard, will be despatched for the above ports on TUESDAY, the 17th October.
 For Freight and Passage, apply to
 ARNOLD, KARBEEG & Co.,
 General Agents,
 Hongkong, 26th September, 1911.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	To-morrow, at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mare	P. & O. S. N. Co.	About 1st Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FURST BULOZ	Ger. str.	k.w.	Juger	HAMBURG-AMERICA LINE	To-day
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGATIA	Ger. str.	k.w.	V. Jochen	HAMBURG-AMERICA LINE	On 22nd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 11th Nov.
HAYRE & HAMBURG via STRAITS, &c.	SURVIA	Ger. str.	k.w.	Rasson	HAMBURG-AMERICA LINE	To-day
HAYRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 23rd inst.
HAYRE & HAMBURG via STRAITS, &c.	BAYERN	Ger. str.	k.w.	Brohmer	HAMBURG-AMERICA LINE	On 10th Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 3rd Nov., at D'light
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	Izawa	NIPPON YUSEN KAISHA	On 7th Nov., at Noon
NAPLES GENOA ALGIER, GIBRALTAR & SOUTHAMPTON	DERFFLINGER	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 18th inst., at Noon
TRIESTE, &c. via SINGAPORE, &c.	ACSTRIA	Ans. str.	—	Raich	SANDER, WIELER & Co.	On 26th inst., at 2 p.m.
BOSTON & NEW YORK	WELSH PRINCE	Am. str.	—	Sheppard	ARNOLD, KARBEEG & Co.	On 17th inst.
BOSTON & NEW YORK	SAN PATRICK	Brit. str.	—	W. Davison	DOODWELL & Co., Ltd.	About 23rd inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLO	Brit. str.	2 m.	J. Mathie	CANADIAN PACIFIC R. Co.	On 17th inst., at 11 a.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	CANADA MARU	Jap. str.	—	J. Mathie	THE BANK LINE, LIMITED	On 25th inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	LUCERNE	Brit. str.	—	S. Robinson	CANADIAN PACIFIC R. Co.	On 4th Nov., at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	E. Bent	TOTO KAISEN KAISHA	To-day, at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	TEMYO MARU	Jap. str.	—	A. Lockett	PACIFIC MAIL S.S. Co.	On 20th inst., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PRESEA	Brit. str.	—	A. Lockett	PACIFIC MAIL S.S. Co.	On 28th inst., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KORFA	Am. str.	—	A. Lockett	PACIFIC MAIL S.S. Co.	On 14th inst.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	L. Dawson	GIBB, LIVINGSTON & Co.	On 19th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon
AUSTRALIAN PORTS via MANILA	KIMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 4th Nov., at 10 a.m.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Jap. str.	—	H. Bremer	MELCHERS & Co.	To-day, at Noon
KOBE & YOKOHAMA	ATSUMA MARU	Jap. str.	—	F. Isokawa	NIPPON YUSEN KAISHA	About 17th inst.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Jap. str.	—	F. Isokawa	NIPPON YUSEN KAISHA	On 25th inst., at Noon
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sokoine	NIPPON YUSEN KAISHA	Quick despatch
KOBE & YOKOHAMA	TIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIGN	To-morrow, at Noon
MEXICAN, PERUVIAN & CHILEAN via JAPAN	BUYO MARU	Jap. str.	—	T. Sagan	TOTO KAISEN KAISHA	To-day, at 4 p.m.
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	Hooker	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
CHEFOO & NEWCHANG	NANCHANG	Brit. str.	1 m.	H. Robertson	BUTTERFIELD & SWIRE	On 19th inst., at Noon
TIENTSIN	CHIHSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Midnight
SHANGHAI	ANNU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 17th inst., at Noon
SHANGHAI	LANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	CHINA	Brit. str.	—	F. Isokawa	SANDER, WIELER & Co.	On 18th inst., at Noon
SHANGHAI, KOBE & MOJI	FOOKANG	Ger. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	About 18th inst.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	YORCK	Ger. str.	—	J. Randemann	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	About 19th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	On 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	FRUEINFEIS	Ger. str.	k.w.	Sandstott	HAMBURG-AMERICA LINE	About 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CYTON	Brit. str.	—	A. E. A. Baker	BUTTERFIELD & SWIRE	On 21st inst., at M'night
SHANGHAI	LIENAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI, MOJI & KOBE	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	About 26th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ARADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	About 10th Nov.
SHANGHAI	SEIKING	Swed. str.	—	Van D. Jalink	OLDF WIK & Co., Ltd.	Quick despatch
SHANGHAI	TEIKONG	Dut. str.	—	Van D. Jalink	JAVA-CHINA-JAPAN LIGN	On 19th inst., at 10 a.m.
ANPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	Van D. Jalink	OLDF WIK & Co., Ltd.	On 15th inst., at 10 a.m.
TAMUO via SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	Van D. Jalink	OLDF WIK & Co., Ltd.	To-day, at 4 p.m.
AMOY & TSINGTAU	CHIKIANG	Brit. str.	1 m.	Kay	BUTTERFIELD & SWIRE	To-day, at 1 p.m.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAIK & Co.	On 17th inst., at 1 p.m.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAIK & Co.	On 20th inst., at Noon
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	J. S. Rosch	DOUGLAS LARPAIK & Co.	To-morrow, at 2 p.m.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 p.m.
MANILA, ILOILO & CEBU	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
MANILA, CEBU & ILOILO	RUBI	Am. str.	—	S. Crosby	SHERMAN, TOMES & Co.	On 30th inst., at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	Teak	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 2 p.m.
MANILA	ZAFIRO	Am. str.	—	M. C. Smith	SHERMAN, TOMES & Co.	On 10th Nov., at 2 p.m.
BATAVIA, CHERBON, SAMARANG, &c.	TEAROR	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LIGN	Quick despatch
BOMBAY via SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Bolito	JAVA-CHINA-JAPAN LIGN	To-day, at Noon
SINGAPORE, PENANG & CALCUTTA	COLOMBO MARU	Jap. str.	—	J. Teranaka	NIPPON YUSEN KAISHA	On 18th inst.
HOIHOW & HAIPHONG	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
KUDAT & SANDAKAN	SINGAM	Brit. str.	1 m.	F. Jamieson	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
KWANG CHOW WANG & HAIPHONG	BORNEO	Ger. str.	—	F. Sembl	MELCHERS & Co.	Middle of Oct.
	ST-KIANG	Frestr.	—	E. de Catalano	MESSAGERIES MARITIMES	On 25th inst., at 9 a.m.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER," Capt. F. Prosch,	17,000	Wednesday, 18th Oct., at Noon
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"YORCK," Capt. J. Randerhann,	17,000	About 18th Oct.
MANILA, NAGAU, Y.A.P., NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. Bremer,	5,000	Saturday, 4th Nov., 10 a.m.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. F. Iscke,	6,000	About 17th Oct.
KUDAT and SANDAKAN	"BORNEO," Capt. F. Sembl,	5,000	Middle of Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
 New System of Teletfunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 11th October, 1911.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOLBEN"	17,000 tons	ON FEBRUARY 6th.
"DERFFLINGER"	17,300	ON FEBRUARY 21st.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 5th.
"YORCK"	17,000	ON MARCH 20th.
"PRINZESS ALICE"	20,300	ON APRIL 2nd.
"LUETZOW"	17,300	ON APRIL 17th.
"KLEIST"	17,000	ON APRIL 30th.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
 CALLING AT NAPLES, GENOA, ALGIER, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
 All the Steamers of the European Line are fitted with Wireless Telegraphy.
 (System Teletfunken).
 EARLY BOOKING RECOMMENDED.
 For Further Particulars, apply to
 MELCHERS & Co., GENERAL AGENTS.
 Hongkong, 1st September, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.
 From Hongkong.
 "MONTEAGLE" SATURDAY, 14th Oct.

From St. John.
 "EMPERESS OF INDIA" SAT. 4th Nov.
 "EMPERESS OF JAPAN" SAT. 2nd Dec.
 "MONTEAGLE" SATURDAY, 30th Dec. 1912.

From St. John.
 "EMPERESS OF IRELAND" FRI. 1st Dec.
 "EMPERESS OF BRITAIN" FRI. 29th Dec.

1912
 "EMPERESS OF INDIA" SAT. 27th Jan.
 "EMPERESS OF JAPAN" SAT. 24th Feb.
 "EMPERESS OF IRELAND" FRI. 22nd Mar.

Steamships leave HONGKONG at 6 p.m.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27-110 Intermediate on Steamers) £43 " £45

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" or rises Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Pender Street and Praya opposite Blake Pier.

7

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK 787 x 68 x 34' 6" Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR HOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above TO-DAY, the 13th Oct., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents,
 Hongkong, 11th October, 1911.

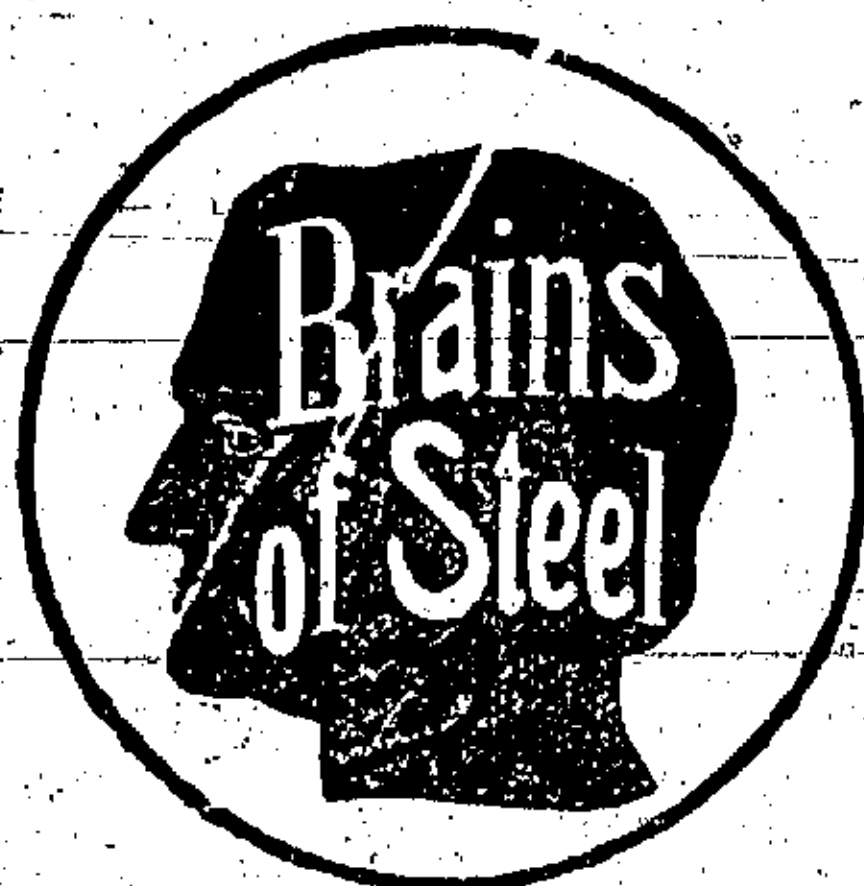
4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF L

THE RUSSIAN GOVERNMENT ORDERED



200
"BRUNS VIGAS"
THE
CALCULATING
MACHINE.
More than 18,000 sold all over the World.

GRINME NATALIS & Co.,
BRAUNSCHWEIG
Will be sent to your Office for inspection if you will kindly apply to
Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.
Hongkong, 13th October, 1911.

Kios Cigarettes

First class
in quality and packing

Türk. Tabak- & Cigaretten-Fabrik, "Kios" o. E. Robert Böhm, Dresden.

Hongkong, 13th October, 1911.

Hoehl Extra Dry
gout américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 13th October, 1911.

POST OFFICE NOTICE

(Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.)

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Delhi, with the Siberian Mail, is due to arrive here to-day.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th of November, 1911, at 5 P.M. This Parcel Mail is due in London on or about the 16th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR	PER	DATE
Hongkong	Dagoy	Friday, 13th, 8.00 A.M.
Hohow and Haiphong	Singap	Friday, 13th, 9.00 A.M.
Singapore, Penang and Bombay	Ischia	Friday, 13th, 10.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	Tjitaroom	Friday, 13th, 10.00 A.M.
KEELUNG, SHAGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Tenyo Maru	Friday, 13th, 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Registration, Kowloon, O.B. 9.30 A.M. No late fee
Swatow, Amoy and Foochow	Haiching	Friday, 13th, NOON
Macao	Sui Tai	Friday, 13th, 1.15 P.M.
Chefoo and Newchwang	Nanchang	Friday, 13th, 3.00 P.M.
Shanghai	Kwangchow	Friday, 13th, 3.00 P.M.
Welhaiwei and Tientsin	Huailow	Friday, 13th, 3.00 P.M.
MOI, KOBE, YOKOHAMA, HONOLULU, VALPARAISO, Iquique, Callao, Salinas Cruz and Manzanillo	Bayo Maru	Saturday, 14th, 10.00 A.M. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed to-day, at 5 P.M.
Manila	Xuansang	Saturday, 14th, 1.00 P.M.
Macao	Sui Tai	Saturday, 14th, 1.15 P.M.
Tientsin and Chingwangtau	Kwangching	Saturday, 14th, 4.00 P.M.
SHANGHAI, MOI, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	Monteagle	Saturday, 14th, 4.00 P.M. (Registration with late fee of 10 cents up to 4.00 P.M.) Letters ... 5.00 P.M. Saturday, 14th, 5.00 P.M. Sunday, 15th, 9.00 A.M.
Saigon	Poohing	Saturday, 14th, 5.00 P.M.
Shanghai	Anhui	Saturday, 14th, 5.00 P.M.
Swatow, Amoy and Tamsui	Dajin Maru	Sunday, 15th, 9.00 A.M.
Shanghai, MOI, KOBE, YOKOHAMA, VICTORIA and Tacoma	Canada Maru	Tuesday, 17th, 10.00 A.M.
Port Darwin, Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Empire	Tuesday, 17th, 11.00 A.M.
Shanghai	Hangyang	Tuesday, 17th, 11.00 A.M.
Swatow, Amoy and Foochow	Daiyang	Tuesday, 17th, NOON
Amoy and Shanghai	Tyloowong	Tuesday, 17th, 3.00 P.M.
Manila, Cebu and Iloilo	Team	Tuesday, 17th, 3.00 P.M.
Shanghai, KOBE and MOI	Fookang	Wednesday, 18th, 10.00 A.M.
Shanghai	Chenan	Thursday, 19th, 3.00 P.M.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 12th.	
ON LONDON—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credit, at 4 months' sight	1/10 1/2
Documentary Bills, at 4 months' sight	1/10 1/2
ON PARIS—	
Bank Bills, on demand	227 1/2
Credit, at 4 months' sight	232
ON GERMANY—	
On demand	185 1/2
ON NEW YORK—	
Bank Bills, on demand	43 1/2
Credit, at 60 days' sight	44 1/2
ON BOMBAY—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON CALCUTTA—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON SINGAPORE—	
Bank, at sight	75 1/2
Private, 30 days' sight	76
ON YOKOHAMA—	
On demand	88 1/2
ON MANILA—	
On demand	88 1/2
ON SINGAPORE—	
On demand	77 1/2
ON BATAVIA—	
On demand	108 1/2
ON HAIPHONG—	
On demand	108 1/2
ON SAIGON—	
On demand	108 1/2
ON HONGKONG—	
On demand	84 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.00
Gold Leaf, 100 fine, per leaf	\$57.70
BAR SILVER, per oz.	\$24 1/2

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces, \$5.90 discount.
Chinese	10 " " \$6.60 "
Hongkong	20 " " \$5.84 "
Hongkong	10 " " \$6.56 "

SHARE LIST—QUOTATIONS. HONGKONG, OCTOBER 12th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900
China Bank, Limited	60,000	\$12	all	\$282 10/
China Light and Power Company, Limited	50,000	\$5	all	\$10 1/2, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$1.80, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 93.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 45.
Laou-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 69.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22 1/2.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, x div. sel.
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$7, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 83
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 83
Green Island Cement Co., Limited	400,000	\$10	all	\$4.20
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$2.0
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119, sales
Manila Metropole Hotel Limited	8,000	\$25	all	\$75, sales
Hongkong Ice Company, Limited	15,000	Pa. 10	all	\$11
Hongkong Rope Manufacturing Co., Limited	60,000	\$25	all	\$165
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$18
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$217 1/2
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$127 1/2
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$353, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225, @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$100, sales
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$7.65
Kowloon Land and Building Co., Ltd.	50,000	\$50	\$30	\$28, sellers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 94
West Point Building Co., Limited	12,500	\$50	all	\$47
MINE.				
Société Française des Charbonnages du Tonkin	16,000	Ecs. 250	all	\$700.
Rand Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$3.20
Peak Tramways Co., Limited	25,000	\$10	all	\$113
Philippine Co., Limited	50,000	\$10	all	\$1.00, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$137, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$36 1/2, sales
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$21 1/2, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$60, @ Ex 10/.
Shall Transport & Trading Co., Limited	250,000	\$1	all	\$6 1/2.
Star Ferry Company, Limited	10,000	\$10	all	\$5 1/2
South China Morning Post, Limited	10,000	\$10	all	\$5 1/2
Steam Laundry Company, Limited	6,000	\$25	all	\$25
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$23
A. E. Watson & Co., Limited	90,000	\$10	all	\$5 1/2
Weismann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900	exd.	all	\$10
United Waterboat Co., Limited	100 shares	\$10	all	\$200.
	50,000	\$10	all	\$7.33, sales

Daily Wire			
Para Rubber in London	Amount.	Value.	Interest.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum
Quotation.			
VERNON & SMYTH, Share-Brokers.			

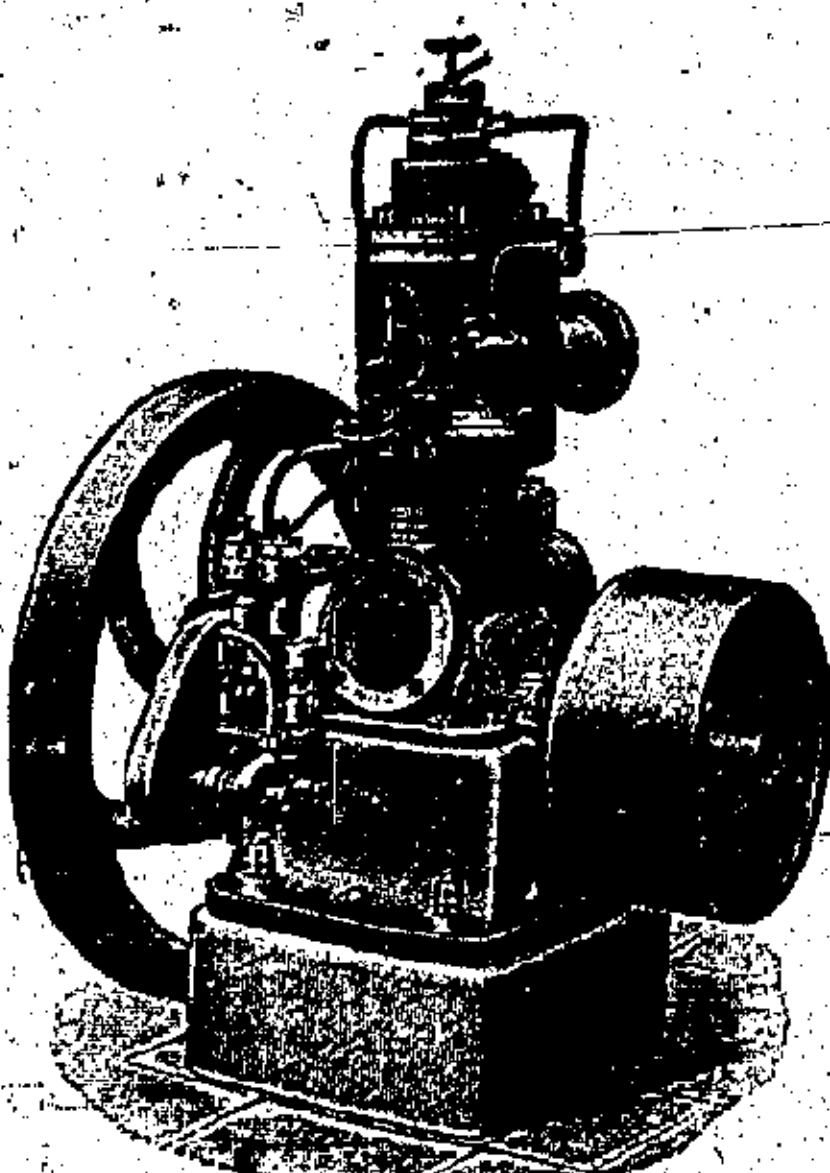
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FORTHCOMING EVENTS.

Saturday, 14th Oct.—Annual Grand Promenade Concert on the Hongkong Cricket Club Ground, at 9.15 P.M.
Monday, 16th Oct.—Auction of Crown Land at Shin Hing Street, by Public Works Dept. 3 P.M.
Thursday, 19th Oct.—Thirtieth Ordinary Meeting of Canton Insurance Office, Ltd., Noon.
Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 P.M.
Monday, 30th Oct.—Auction of King Edward Hotel Furniture, &c., at Sales Room, by Messrs. Hughes & Hough, 3 P.M.

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